

Approved For Release 2000/05/03: CIA-RDP66B00664R000100100050-4

PAGE TWO

(IN 67139) TOPSECRET

" " LOW ON FUEL, LESS THAN 100 GALS.

" I AM LOST AND REQUIRE ASSISTANCE

" RETURNING EARLY

" LANDING ON ALTERNATE ON 25X1A

" (AIRCRAFT OR EQUIP MALFUNCTION)

1. DC GENERATOR OUT

25X1A

- 2. AC GENERATOR OUT
- 3. COMPLETE ELECTRICAL FAILURE
- 4. OXYGEN FAILURE
- 5. EGT FLUCTUATION
- G. PRESSURIZATION OUT
- 7. HYDRAULIC FAILURE
- 8. MAIN INVERTER FAILURE
- 9. AUTO PILOT OUT
- 10. "D" LIGHT OUT
- 11. SYS 12 OUT
- 12. RETURNING TO GEORGE MIKE
- 13. FLAMEOUT
- 3. PROCEDURE: DRIVER WILL STATE THE ABOVE CALLS THREE TIMES. THE ANSWERING AGENCY SHOULD REPEAT THE CALL THREE TIMES TO LET THE DRIVER KNOW THAT HIS CALL HAS BEEN RECEIVED. THE ARTICLE MALFUNCTION AND EQUIPT CODE WILL ALSO HAVE A NUMBER REPRESENTING THE TYPE OF MALFUNCTION THAT HAS OCCURED. EXAMPLES—

 25X1A

 TIMES, MEANS THE DRIVER IS LANDING AT

 STATED THREE TIMES, MEANS THE DRIVER HAS EXPERIENCED COMPLETE ELECTRICAL FAILURE.

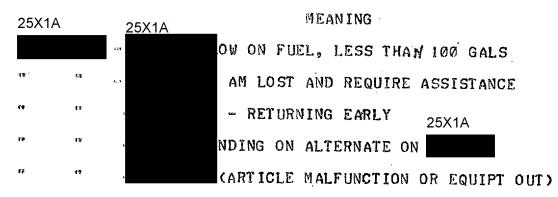
25X1A

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CARD 8533 (IN 67139)

TOP SECRET

PAGE THREE



- 1. DC GENERATOR OUT
- 2. AC GENERATOR OUT
- 3. COMPLETE ELECTRICAL FAILURE
- 4. OXYGEN FAILURE
- 5. EGT FLUCTUATION
- 6. PRESSURIZATION OUT
- 7. MYDRAULIC FAILURE
- 8. MAIN INVERTER OUT
- 9. AUTO PILOT OUT
- 10. "D" LIGHT MALFUNCTION
- 11. "12" OUT
- 4. PROCEDURE RADIO SILENCE WILL BE MAINTAINED UNLESS DRIVER

 HAS AN EXTREME EMERGENCY AND CANNOT RETURN. (BAILOUT, BEING FORCED

 DOWN, ETC.) IN THIS CASE HE WILL STATE THE

 THREE TIMES, THEN STATE AS MUCH AS POSSIBLE, IN , THE 25X1A

 NATURE OF HIS EMERGENCY AND HIS INTENTIONS. THE CODE LISTED

 ABOVE WILL BE USED ONLY AFTER COAST OUT AND SIMILIAR TO THE PROCEDURE

 USED FOR WORD FOR THE NORMAL CALL SIGN,

 25X1A

), ALONG WITH THE ALPHABETICAL CODE WORD (AND NUMBER,

 IF APPLICABLE.) STATED IN ENGLISH WILL BE TRANSMITTED THREE TIMES.

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TOP SECRET

CARD 8355 (IN 67139)

PAGE FOUR

25X1A

EXAMPLE FOR

25X1A

THREE TIMES.),

"AIRCRAFT OUT OF CONTROL, AM BAILING OUT ", (IN

IN Comments

THREE TIMES) BRAVO SEVEN (IN ENGLISH)

END OF MESSAGE